

# Hongkong Daily Press.

ESTABLISHED 1857.

**PRINTING OF ALL KINDS** at the most moderate prices at  
THE "DAILY PRESS" OFFICE.  
All proofs are read and all work  
superintended by Englishmen. Always  
equal and generally superior to that  
done anywhere else. Estimates given.

No. 12,563 號三十六百五十二年六月四日星期一 HONGKONG THE DAY, JUNE 2ND, 1893.

二月六年八十九日八千言英語

PRICE 3½ P.M.

**NOTICE**  
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## NEW ADVERTISEMENTS

TO LET.  
A WELL FURNISHED HOUSE in Kowloon. Terms Court. Apply by letter to

Care of Office of this Paper, Hongkong, 2nd June, 1893.

**PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON SATURDAY, the 4th June, 1893, at 2.30 p.m., at their Sales Rooms, No. 5, Praya Central corner of Ice House Street, a quantity of RECENTLY IMPORTED ENGLISH STORES.

of First Quality, Comprising— PRESERVED MEATS of every description, SOUPS and ESSENCES, BISCUITS, CHEESE, FISH of various kinds, PICKLES, MARMALADE, JAMS, &c., &c. Now on view. Catalogues will be issued.

TERMS—Clearance on MONDAY, 6th June. Cash on delivery.

HUGHES & HOUGH Auctioneers, Hongkong, 2nd June, 1893. [121]

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"FORMOSA". Captain Batt. will be despatched for the above ports, TO-MORROW, the 3rd inst., at noon.

For Freight or Passage, apply to DOUGLAS LAPRAK & CO., General Managers, Hongkong, 2nd June, 1893. [122]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"PYRHUS".

Captain Batt. will be despatched as above on SATURDAY, the 11th inst.

For Freight, apply to BUTFIELD & SWIRE, Agents, Hongkong, 2nd June, 1893. [123]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR", FROM PORTSMOUTH, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Goods impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

GODWELL, CARLILL & CO., Agents, Hongkong, 1st June, 1893. [124]

NOTICE TO CONSIGNEES.

"BOMHAY".

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From Zanzibar, etc., &c. Kitara.

Goods will be cleared by the 7th instant, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in my case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE, Superintendent, Hongkong, 1st June, 1893. [125]

EXTENSIVE REDUCTIONS.

H. RUTTOL E

Begs to inform his patrons and the public generally that he has made

EXTRAORDINARY REDUCTIONS

in the prices of all his fine a well-selected stock of GROCERIES, &c. W. YES.

and SPIRITS.

The new price lists are now to be had at No. 13, D'Aguilar Street, on the Kowloon Bridge, etc. Rates. The rates will undoubtedly be found to have been adjusted as to most appropriately meet the times.

A Trial will speak for itself.

Hongkong, 1st June, 1893. [126]

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

Having been appointed Agents of the above Company we are prepared to accept FIRE and CHINESE RISKS at current rates.

HOLLIDAY, WISE & CO., Agents, Hongkong, 20th April, 1893. [127]

SUN INSURANCE OFFICE, LONDON

Founded 1710.

The Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and CHINESE RISKS at current rates.

HOLLIDAY, WISE & CO., Agents, Hongkong, 24th May, 1893. [128]

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1897, at the Rate of Fifty Cents per Share (or Five per cent, on the Capital of the Company making Ten per cent for the year) is PAYABLE AT THE HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 31st May, and at APARTMENTS to be obtained from the Undermentioned Local Agents, who are requested to apply at the Company's OFFICE for their Warrants.

The DIVIDEND is also PAYABLE AT the HONGKONG AND SHANGHAI BANK, Shanghai, on presentation of WARRANTS there, on and after the same date.

A. M. MANCELL, Secretary, Hongkong, 31st May, 1893. [129]

AMERICAN SYSTEM OF DENTISTRY

AT NO. 19, QUEEN'S ROAD CENTRAL, CHADWICK'S NEW, (LATE OF FOOTE & NOBLE), Hongkong, 1st July, 1893. [130]

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**INTIMATIONS**

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

TUESDAY, the 2nd June, 1893,

at 1.30 p.m., at their Sales Rooms, No. 5, Queen's Road Central.

SUNDAY HOUSEHOLD FURNITURE, &c.

TAPESTRY-COVERED DRAWING ROOM FURNITURE, MIRRORS, PIC- TURES, and ORNAMENTS.

TABLES, VIENNA CHAIRS, DESKS, BOOK CASE, and WAITING TABLES.

EXTENSION DINING TABLE, SIDE- BOARD, WHATNOT, CROCKERY, GLASS, and CUTLERY, &c.

BEDROOMS, WARDROBES, DRESSING TABLE, &c., DRAWERS, DRESSING TABLE, &c., WASHSTANDS, DRESSING TABLE, &c., CYCLES, &c.

ONE COOKING STOVE.

PUBLIC AUCTION.

BY COMMAND OF

SIR THOMAS SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th May, 1893. [131]

**GOVERNMENT NOTIFICATION**

NO. 242.

IT is hereby notified that the VALUATION LIST for the Colony for 1892-93 will be open to inspection at the Treasury for 21 days, commencing on MONDAY, the 30th May, 1893.

By Command,

SIR THOMAS SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th May, 1893. [132]

**JOHN WALKER & SONS**

RAMON

KILMARNOCK WHISKY

This Whisky is shipped by

CUTLER, PALMER & CO.,

15 QUEEN'S ROAD CENTRAL, HONGKONG.

WEDNESDAY THE 27TH MAY, 1893.

At 3 p.m.

On the Premises.

AGREEABLE TO THE

LEAGUE OF NATIONS.

BY COMMAND OF

SIR THOMAS SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th May, 1893. [133]

**BANKS**

HONGKONG & SHANGHAI BANK INCORPORATED.

PAID UP CAPITAL \$10,000,000

RESERVE FUND \$3,000,000

RESERVE LIABILITY OF STOCKHOLDERS \$10,000,000

LOT NO. 1,201.

The Property is held in the Residue of a Term of 999 years from the 22nd June, 1823, granted by the Crown Royal of the whole of Land Lot 1,201, and the annual proportion of Crown Rent payable in respect thereof is \$46.26.

For further Particulars and Conditions of Sale, apply to

Messrs. HUGHES & HOUGH Auctioneers,

or to

Messrs. DEACON & HASTINGS, Vendors' Solicitors,

35, Queen's Road, Hongkong.

Hongkong, 27th May, 1893. [134]

**GOLD LEAF**

CHEONG HING, 117, BONHAN STRAND, Hongkong, has for Sale Gold Leaf guaranteed 100 troy. Lowest Rate

Hongkong, 1st March, 1893. [135]

**INSURANCES**

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRE and Chinese Risks at Current Rates.

SIEMSEN & CO.,

Agents, Hongkong, 29th May, 1893. [136]

**TRANSAANTLANTIC FIRE INSURANCE COMPANY OF HAMBURG.**

The Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents, Hongkong, 16th November, 1893. [137]

**PHENIX FIRE OFFICE**

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAK & CO., Agents for the Phenix Fire Office, Hongkong, 17th August, 1893. [138]

**SCOTTISH METROPOLITAN ASSURANCE CO.**

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £22 2s. (age 30) secures the following—

£2,000 in case of death by accident.

£1,000 in case of permanent total disablement by accident.

£200 in case of partial total disablement by accident.

£10 per week in case of temporary disablement by accident.

Accidents insured against for £1 and £2 per annum (£21,000 in case of death by weekly payment in case of injury.)

For further Particulars apply to

J. Y. VERNON, Agent, Hongkong, 8th June, 1893. [140]

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## INTIMATIONS

BROWN, JONES & CO.  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.

## CEMETERY MEMORIALS.

Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. [2704]

A. S. WATSON & CO.,  
LIMITED.

MANUFACTURERS OF  
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows, on the water we prepared and used by us in our manufacture:

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

Established A.D. 1841

Hongkong, 14th May, 1898. [24]

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news columns  
should be addressed to the Editor, or to the  
Editorial and General Manager, and addressed  
with communications addressed to the Editor,  
not publication, but as readers of good faith  
will be expected to publish them, it is left to  
the discretion of the Editor.

No anonymous signs or communications that have  
already appeared in other papers will be considered.

Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of issue. After that  
hour the supply will be exhausted. Only single  
copies will be supplied.

Trade Address—A.H.C. Ltd.  
P.O. Box, 20. Telegrams—No. 12

The Daily Press.

HONGKONG, JUNE 2nd, 1898.

It is perhaps not surprising that the accounts of the battle of Cavite published in the Hongkong papers should have failed to give satisfaction to the Spaniards at Manila, for defeated parties, whether in actual warfare or even in friendly games of skill, generally find that the reports have failed to do justice to themselves and have unduly praised the victors. The *Comercio*, in giving a translation of the first report of the battle which appeared in the columns of the *Daily Press*, a report obtained in an interview with an American naval officer, gives it the heading "How the Hongkong papers write history" and comments on the alleged want of fairness of the report. The gravamen of the charge brought against us by our contemporary is that we overstated the strength of the Spanish fleet and that the charge of bad shooting brought against the Spaniards is unjustified by the facts.

As to the first of these charges we may at once confess that the list of the Spanish vessels was not quite accurate, but we would also point out that whereas our contemporary says we gave it as an "exact" list it was in fact given only as a "practically correct" list, and on examination the inaccuracies do not appear to be very vital.

We should mention also that the list did not purport to have been given to us as it stood by our Am. "an informant, but was compiled from such materials as were to hand from various sources; it was stated that there were in all about fourteen Spanish vessels destroyed, the list gave the names of those known to have been engaged and those that it was thought should probably be included. There seems at first to have been a singular uncertainty as to the precise extent of the Spanish losses. The principal vessels were mentioned by name, but even the *Comercio* itself in the account of the battle given in its first issue palpably confused the vessels of both squadrons that the Spanish were strong enough to have made the Americans pay somewhat dearly for their victory had the meeting taken place in open waters and the Spanish vessels been handled with ordinary skill.

The Americans speak highly of the courage displayed by the Spaniards when the fight was forced upon them, but the question suggests itself, why did the Spaniards allow themselves to be taken in a corner to begin with and why had not the vessels in unserviceable condition been repaired before the commencement of hostilities, or, if that was impossible, why were they not left behind in harbour while the others went out to meet the enemy? The American squadron had been lying for weeks in Hongkong and it was known to all the world that it was the intention to make a descent upon Manila, or rather to search out the Spanish squadron, and the two countries result in an open rupture.

When the time came and the vessels left, the Spanish Government had information of their departure, and from the *Comercio* we gather that their approach to Manila was signalled from Cape Bolinao. It had previously been announced by the Spaniards with a flourish of trumpets that they were going to meet the enemy, but they did not do so, and finally allowed themselves to be caught in a position in which they were unable to manoeuvre.

Why? If the courage with which the Spaniards had prompted them to go outside to fight, the struggle might have had a different ending. It is improbable that the Spaniards with their inferior force could have achieved a victory—though there are many chances in war—but it is almost certain that they could have inflicted serious damage upon the attacking force. Their sole loss could not in any case have been greater as regards the ships, though the crew would have had a less easy escape to land had the fight taken place outside the bay. The *Comercio* pretences its account of the battle as follows:—"Spain loses honour without vessels more than vessels without honour," said Mondego-Nunes at Calao on the 2nd May, 1886, and thirty-two years less one day afterwards our navy inscribes with equal heroism a brilliant page of glory in the golden book of history. Honour to the heroes who fell that day and glory to all the valiant survivors of the unequal

Mr. MCKINLEY, the late chief engineer of the *Isla de Mindanao*, has given to the *Singapore Free Press* an account of the engagement, in which he gives the following as the Spanish vessels engaged:

*Reina Cristina, Isla de Luzon, Isla de Cuba, Castilla, Don Juan del America, Marques del Duero, one other small gunboat similar to the *Duero*.*

It will be observed that there are several discrepancies in these lists, the *Comercio's* giving two names not included in the other two, not to mention the "several more small vessels," while Admiral DEWEY gives three names which do not appear in the *Comercio's* or Mr. MCKINLEY's list. One of these is the *Mindanao*, and her omission is easily explained on the ground that she was not counted as a fighting ship, although not included in the list of the Spanish fleet.

The *Comercio* and Mr. MCKINLEY mention her as being descriptions of the fight. Mr. MCKINLEY, however, although he follows up the list with the remark "I may not have stated the ships according to the *Brassey*, but there were, and none other," goes on to refer in his description to the burning of the *Ulice*, a vessel not included in his list, and this ship may give rise to doubts as to whether he may not have made others. The *Comercio*, in its criticism on our report of the battle, complains that we included in our list of Spanish vessels some which were no where near the scene of the conflict, such as the *Alvaro, Espana, Cebu*, and *Velasco*, all of which have been dismasted. For the sake of accuracy we place the corrected on record, though it will be observed that one of these vessels, the *Velasco*, is mentioned by Admiral DEWEY as having been destroyed by his fleet. Our contemporary also contradicts the statement that there were two torpedo boats on the Spanish side which made a dash at the Americans, but were themselves destroyed. On this point we are unable to give any explanation; several correspondents writing independently have made mention of the incident which it is now alleged never occurred, and it must be assumed that a craft of some kind was seen which were honestly taken for torpedo boats.

With reference to the above defence silenced by the Americans a full translation of our contemporary's remarks may be found in *Notes*. "As to the formidable fleet and batteries which existed at Cavite, everyone knows that at Punta Sangley there were only two Ordinance cannon of 15 centimetres, one of which was rendered useless after the first discharge, not by a Yankee shot, but by causes with which they had nothing to do. There remained therefore only one gun, which continued to work until the place was evacuated, when Artillery Lieutenant VALERA spiked the gun and destroyed the ammunition and retired with all his men, without a single casualty. This, after having received the full fire of four Yankee vessels which vainly tried to silence the battery, does not say much in favour of the shooting of the Yankee artilleries. On the other hand the *Baltimore* carries in her hull, gunpowder, shells, cartridges, and the Hon. Com. of Artillery, Captain (Retired) (Bartlett) and the Hon. Com. of Artillery and Lieutenant Sterling (Bartlett) advised not to let the party be ready to start for Japan by the middle of June next."

Yesterday we learn on H.M.S. *Housefly* that Frederick TAYLOR was tried by Court Martial on H.M.S. *Tarpon* for striking a lance corporal on board his ship, and sentenced to 18 months' imprisonment with hard labour. Captain COOKE (*Papa*), Commander-in-Chief Naval Yard, Commander-in-Chief *Portuguese* and the Hon. Com. of Artillery, Captain (Retired) and Lieutenant STERLING (Bartlett) advised not to let the party be ready to start for Japan by the middle of June next."

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